SUBJECTS.

done, he said that the trace, which was in a fairly good condition, might be left alone for the present and that the repair of the bridges and culverts at least might be put in hand, so that the convenience of the people might be served.

Dewan's reply.—Noted.

89. *Extension of three of the existing roads in Alleppey.*

Mr. P. John (Member, Alleppey Trading Classes) requested the following road extensions:—

(1) The Wadai Canal Road on the northern side of the canal should be extended up to the Vattakayal. The extension was required only for a few yards. At present, four steam-launches were taken into the canal and anchored there. The canal was being spoiled by the people and traffic was rendered difficult. If the road were extended, the steam launches could anchor at the Vattakayal. A cart road was urgently required to the steam boat landing.

(2) The southern road by the side of the Wadai Canal should be extended up to the end of the canal and connected with the Commercial Canal Road on the northern side along the canal side.

(3) The Commercial Canal Road should be extended to the Pallathuruthi river at least on one side.

Dewan's reply.—The works suggested are noted.

90. *Public works in the Alleppey town.*

Mr. F. F. Mackay (Member, T. I. C., Alleppey) said that he agreed with Mr. John in all that he had asked for.

He stated that the public works in Alleppey were in a worse condition now than they were 18 years ago, and it was surprising that it was so, even though the town was increasing in population and trade. In the opinion of the Member, that was due to the abolition of the office of Commercial Agent, who was the head of a Department with powers of corresponding direct with the Government and expending money at his discretion. Nobody had since taken his place.

Dealing with the public works in Alleppey, the Member first referred to the admittedly bad condition of the Commercial Canal and the proposal to improve it in a period of five years. He learnt that a sum of Rs. 15,000 had been sanctioned for 1086 for repairing the landing ghats. He said that, considering the trade of Alleppey, the people required the use of the canal every day, and, according to the scheme laid out by the Public Works Department, only portions of the canal would be repaired every year. The

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